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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY China

DATE:

SUBJECT Economic Information: South Manchurian Railway

INFO.

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ORIGIN

DIST. 16 December 1946

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25X1 1. The following report concerns the personnel employed, maintenance required, and production of the South Manchurian Railway from 1937 to 1945.

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2. Employees of South Manchurian Railway Shops

Year	Dairen	Mukden	Chang-chun	Mutan-chiang	Harbin	Harbin Locomotive	C - number of Chinese			TOTAL
							C	C	C	
1937	6226	1637	816		1322	867	416	416	6226	25X1
1938	2461	2284	883		1521	1008	529	529	3686	25X1
1939	2543	2830	976		1913	1337	644	644	10293	25X1
1940	2303	3114	928		1645	1180	688	688	2853	
1941	2575	2932	798	322	1175	1278	770	770	10073	
1942	3482	2932	906	424	1678	1300	1059	1059	11781	
1943	6013	2971	1011	675	1843	1321	1558	1558	15395	

b. The above are railroad shops. The South Manchurian Railway Company had another shop at Harbin for making ships. Except for the Dairen branch, the railroad shops have existed only for maintenance, inspection, and repair of rolling stock. The Dairen shop constructed new rolling stock (locomotives, passenger cars and freight cars), built up /assembled?/ locomotives, motor coaches, and passenger cars, and effected the maintenance of rolling stock.

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3. Number of Repaired Rolling Stock per Year at South Manchuria Railway Shops

L - number of locomotives F - number of passenger cars A - number of
 M - number of motor coaches F - number of freight cars armored motor cars

	Dairen Shop				Mukden Shop				Chengchun S.				Harbin S.			
Year	L	M	P	F	L	M	P	F	L	M	P	F	I	M	P	F
1937	262	53	641	3560	271	97	423	2016	134	210	1011	13	79	1883		
1938	224	49	483	3429	289	83	360	1880	156	209	980	53	149	1385		
1939	223	47	428	3409	287	70	439	2124	146	228	1096	60	539	1474		
1940	261	55	486	3312	274	59	456	2022	133	242	1130	49	483	1587		
1941	239	51	517	3611	276	46	571	1927	132	264	1077	62	39	521	1451	
1942	211	82	510	3293	264	42	548	2493	133	264	1351	83	347	41	561	1836
1943	225	38	592	3514	238	43	614	2631	142	297	1441	104	362	22	621	2098

	Locomotive S.						Tsitsihai S.		TOTAL			
Year	L	L	P	F	I	M	P	F	A			
1937	251		74	77	561	992	163	2148	9031			
1938	294		77	94	792	1040	190	1595	8466			
1939	255		72	128	977	983	177	1758	9380			
1940	232		76	114	742	976	163	1779	8799			
1941	216		90	130	695	1015	144	2012	8761			
1942	215		114	143	923	1025	165	2068	10243			
1943	241		182	205	1063	1132	125	2329	11609			
1944												
1945					2419	139	3027	41503	171			

note: In 1945, another S. M. R. shop was being built at Kirin.

4. Factory Capacities for Producing Rolling Stock in Manchuria in 1945

Name of Factory	Locomotives per Year*	Passenger Cars per Year	Freight Cars
S.M.R. Dairen workshop	40	20	300
Dairen Machine Mfg. Co.	60	80	2000
Manchuria Rolling Stock Co.	30	50	1800
Dairen Dock Co.			800
Manchuria Factory			600
TOTAL	130	150	*5500

* It was possible to increase the capacity for making freight cars to 7000.

5. Locomotives Produced in Manchuria in 1944

Name of Factory	Constructed	Assembled Only	TOTAL
S.M.R. Dairen workshop	68	32	100
Dairen Machine Mfg. Co.	61		61
Manchuria Rolling Stock Co.	36		36
TOTAL	165	32	197

In 1945 the production capacity of those factories was increased to 300-350 locomotives per year.

6. General Information on Production

a. Before 1937 much of the South Manchuria Railway's new rolling stock was made in Japan, except for the rolling stock constructed at the Dairen shop of the S.M.R. After 1940, however, the freight cars for Manchurian and North China railroads were mostly made in Manchuria. In 1944 a majority of the locomotives also were made in Manchuria because importation from Japan was very difficult.

b. The Manchuria Rolling Stock Company built a plant which was supposed to produce 100 locomotives, 100 passenger cars, and 600 freight cars a year. By the end of the war the manufacturing capacity of the factory was 50 locomotives, 34 passenger cars, 1500 freight cars, and 60 dampcars (boiler cars) a year. At that time the Soviet army removed 68 pieces of manufacturing equipment from the workshops.

c. The Tungha /Tunghua?/ Automotive Car Mfg. Company had shops capable of assembling parts, constructing car bodies, and repairing rolling stock. Armored trains were built by S.M.R. workshops.